

Today's Advertisements.

THEATRE ROYAL CITY HALL.

Leaves: MOORE, POLLARD & CHESTER.
TODAY (THURSDAY), July 29th.

GRAND OPENING NIGHT

POLLARD'S LILLIPUTIAN OPERA COMPANY.

Under the Distinguished Patronage of
H.E. The Governor Sir Wm. Robinson, G.C.M.G.
H.E. Major-General BLACK, C.B.
Commodore HOLLAND, R.N.

TODAY & TO-MORROW, 29th and 30th.
R. Suppe's Popular Comic Opera
"BOCCACCIO."

SATURDAY AFTERNOON, July 31st.
Grand Matinee
"H.M.S. PINAFORE."

Children and Amateurs Half Price to all parts of the House.

SATURDAY, July 31st.
"LA MASCOITE."

MONDAY, August 2nd.
"DOROTHY."

Musical Director Mr. W. ROBINSON.
Stage Manager Mr. HARRY HALL.
Plan now open at W. ROBINSON & CO'S,
Music Warehouse.

PRICES \$2. \$1 & 50c.

Soldiers and Sailors in Uniform Half Price to 2nd and Back Seats only.

Late Trains will leave 15 minutes after each Performance.

C. A. POLLARD, Manager.

A. H. POLLARD, Advance Representative, Hongkong Hotel.

Hongkong, 29th July, 1897. [1162]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM TACOMA, VICTORIA AND MOJIL.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 29th July, 1897. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KASHING."

Captain Hopkins will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1145]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Galsworthy will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1897. [1164]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Underbridge will be despatched as above on MONDAY, the 2nd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1135]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"PHRA NANG."

Captain Watson will be despatched as above on TUESDAY, the 3rd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1163]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA AND EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"KAGOSHIMA MARU."

Captain W. Thompson will be despatched as above on THURSDAY, the 1st August, at Noon.

Consular Invoices of Goods for the United States should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, 29th July, 1897. [1165]

Today's Advertisements.

NOTICE.

A VACANCY exists for a EUROPEAN STOREKEEPER under the WAR DEPARTMENT, commencing Salary, \$1200 a Month. Applications, with satisfactory references, to be addressed to the Office Commanding Army Service Corps, Hongkong, Hongkong, 29th July, 1897. [1166]

IN THE MATTER OF THE COMPANIES ACTS 1863 TO 1890

AND IN THE MATTER OF THE NEW ORIENTAL BANK CORPORATION LIMITED.

NOTICE is hereby given that a FINAL DIVIDEND in the LIQUIDATION of the above named COMPANY is about to be declared and that all Creditors who have not already furnished Particulars of their DEBTS or CLAIMS are required on or before the 31st day of October, 1897, to send their Names and addresses and the Particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to THOMAS ABERCROMBIE WELTON, of 19, Old Broad Street, in the City of London, the Liquidator of the said Company, and if so required by Notice in writing from the said Liquidator, to send their Names and addresses and the Particulars of their Debts or Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 18th day of June, 1897.

HOLLANDSON, SONS, COWARD & HAWKLEY.

1169 Solicitors for the above named Liquidator.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOO-HOW.

THE Company's Steamship

"CHINGTU."

Captain Jones will be despatched as above on SATURDAY, the 31st instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1167]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW AND PORTS on the YANGTZEK.)

THE Company's Steamship

"NESTOR."

Captain Aquil will be despatched as above on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1168]

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE \$1 PER COPY, at the office of the "HONGKONG TELEGRAPH," No. 6 Padder's Hill.

Hongkong, 27th May, 1897. [176]

Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1379]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the contents of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are accepted for insertion in this paper on terms not later than Three O'Clock so as to meet the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms on loan on application.

The Hongkong Telegraph is published at the Telephone Central Building, No. 6, Padder's Hill, Hongkong.

Intimations.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied, on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 29, 1897.

REUTER'S MESSAGES.

SUPPLEMENTARY NAVAL VOTE.

LONDON, July 27th.

The Right Hon. G. J. Goschen, First Lord of the Admiralty, in introducing a supplementary Naval Estimate of £500,000 in the House of Commons, said that the vote was intended to meet the activity of other nations by accelerating the present building programme and for commencing the construction of four very fast cruisers and a number of torpedo-boat-destroyers.

FIGHTING IN CHITRAL.

The tribesmen have made a night attack on the Malakand-Camp in Chitral. Sharp fighting occurred in which one officer was killed and four were wounded.

THE SOUTH AFRICA COMMISSION.

Mr. Stanhope moved in the House of Commons a motion of "regret at the inconclusive action and report of the South Africa Committee, and of its failure to recommend specific steps against Mr. Cecil Rhodes." He demanded that Mr. Hawkesley should be summoned to appear at the Bar of the House.

Mr. Chamberlain said that it was neither intended to prosecute Mr. Rhodes nor to remove his name from the list of Privy Counsellors.

The motion was rejected by 304 to 77.

LOCAL AND GENERAL.

ALL creditors of the New Oriental Bank Corporation, in Liquidation, should send in their claims on or before the 31st October, 1897. If they don't, they will be excluded from the benefit of any distribution made before such claims are proved.

At the British Consular Court, Shanghai, on the 23rd instant, Richard H. Ryan, quartermaster, of the P. and O. steamer *Thames*, was charged with causing the death of Cheung Ping, by pushing him into the river on the 16th inst. Mr. H. Nelson (Messrs. Johnston, Stokes and Master) appeared for the prisoner, who pleaded not guilty. He was committed for trial; bail \$500.

In their *Weekly Star's* Report issued at 5 p.m. yesterday evening Messrs. Benjamin, Kelly and Potts state "the share market continues very quiet and the small business effected has not altered rates to any material extent." Respecting "Steamboats" they say they have been in some demand at \$34 and are still enquired for. Raub, owing to shares offering from Singapore, are obtainable at \$23. "Ions" are quoted at \$115 on the dividend of \$5 per share. *Yan* wicks are offering at \$20.

Work was continued last night at the wreck of the two collapsed buildings in Queen's Road West, but the pile of bricks, &c. was not then sufficiently cleared to reveal whether any morticians were buried there. Of the three persons in hospital, two are men and one is a girl. One of the men has wounds on the left foot and head and the other has his right foot injured. The girl has a number of bruises about her body. The escape of the other people from serious injury is considered miraculous. No more bodies were found after our report appeared in last night's issue and the search party ceased work at a.m. to-day.

THE *Chicago Post* of June 24th says:—According to a story which has reached Chicago from Paris via Washington the terrible holocaust which wiped out over a hundred lives at the French capital on May 4th was the work of anarchists thirsting for revenge on the upper classes of France. It is claimed that while the official inquiry into the circumstances surrounding the catastrophe threw little light on the cause of the fire the Secret Service Department is working on a clue that points to an anarchistic conspiracy of stupendous magnitude. It is said that Paris detectives have not only satisfied themselves anarchists were at the bottom of the awful disaster, but that the leaders who planned it fled to America as soon as they had seen with what faithful success it had been executed. It is also asserted that several persons are under arrest in Paris on the suspicion of knowing more about the affair than they care to tell. A member of the French Legation at Washington is said to be authority for the report.

IN JANUARY next year the present Australian commission of H.M.S. *Orlando* will expire, and it is believed that the Admiralty contemplate withdrawing her from the squadron. At the end of her last commission the British authorities proposed to replace her by H.M.S. *Bonaventure* which subsequently was fitted out as a flagship on the East Indian station. As it has been found that the accommodation on this class of vessel is entirely unsuited for a flagship, the *Bonaventure* has been relieved by the *Edith*, one of a new type of second-class cruisers of 5,600 tons displacement. It is almost certain that the Admiralty will replace the *Orlando* by either a ship of this class, of which at the end of the year there will be some thirteen to select from, or it is possible, as indeed it has been rumored, that the *Royal Arthur*, first-class cruiser of 7,700 tons displacement, will be selected as the next flagship for Australia. In any case, before final orders are given it is pretty certain that, in view of the previous difficulty over the *Bonaventure*, the various Australian Governments will be sounded.

THE annual meeting of the London Shipmasters' Society took place at the rooms of the London Chamber of Commerce on the 15th June, Sir Charles Dilke, M.P., the President of the Society, in the chair. The report, which was read by the secretary, appeared for a larger range of support and an increase of membership; but the figures given disclosed a satisfactory state of affairs and substantial progress. The highly appreciative reference to the services of Captain Blackmore, who has retired from the committee of management, are well deserved. Some of the statements in the report are remarkable, and have a perceptible Union flavor—the following, for instance: "It is held by the members of the committee that the condition of our merchant service, as far as the men are concerned, is one of grave anxiety." "Owing very much to the Manning Committee's Reports, the awakening of public interest by this kindred societies, and to the perseverance of Mr. J. H. Wilson, M.P., for Middleborough, an Undermanning Bill, brought in by the Government has passed its second reading in the House of Commons, with good prospects of becoming law." In regard to the latter assertion it may be remarked that despite the "awakening of public interest" by the London Shipmasters' Society and kindred societies, and the "perseverance" of the President of the Seamen's Union no evidence was brought before the Manning Committee leading to show that loss of life in British ships was attributable to undermanning; on the contrary, the inquiry made it abundantly clear that British vessels are sailed with efficient crews, and that undermanning legislation was absolutely uncalled for. The above two extracts from the report have been pointed out to us by shipowners, from whom we learn that the passages have much surprised many influential owners—particularly as emanating from a Shipmasters' Society.—*Patriot*.

THE ATTACK ON GAYA.

MR. NEUBRONNER RESCUED.

\$30,000 MISSING.

LABUAN, July 20th.

Messrs. Hewitt and Wheatley have returned to Labuan from their expedition to Inanam, where Mat Salleh had fortified himself. The result of their operations is that they have rescued Mr. Neubronner, the Treasurer of Gaya, who had been carried off as a prisoner. Mat Salleh himself has taken to flight and escaped into the jungle.—*Free Press*.

INTERESTING DETAILS.

The Labuan correspondent of the *Singapore Free Press* writes under date 16th July as follows:—

No news has arrived from Mr. Hewitt since he left here on the morning of the 11th, and it has been impossible, and will be for some time, to estimate accurately the amount of plunder carried away by the rebels. It is known that they took \$75,000 from the Opium Farmer and not less than \$30,000 from the Treasury. It is probable that the loss in dollars only did not fall far short of \$30,000. He is a cool hand this Mat Salleh. He made the Chinese themselves disgorge their property and load it into his boats, and this finished his set fire to his houses.

The fact that nothing has been heard from Messrs. Hewitt and Wheatley would point to their having found their way on to reaching Gaya, and that they are pursuing them up some one or more of the Rivers in the neighborhood. If this is the case they have no easy task before them; a stern chase is always a long one, but there is this consolation—the expedition could not be in better hands.

The Directors of the Chartered Co. have, I understand, called out that no effort is to be spared to suppress the rebellion once and for all.

By the capture of Gaya it is probable that Mat Salleh would be able to increase the number of his followers carrying firearms by about a dozen; he may also have secured about 1000 rounds of ammunition. I believe this, however, is a doubtful advantage to him, as a side in the hands of an undisciplined native is more dangerous to himself than any one else. Even the Dyak Police when armed cannot hold a rifle straight.

THE POLICE SCANDAL.

TRIAL OF INSPECTOR WITCHELL.

At the Criminal Sessions in the Supreme Court to-day, before His Lordship the Chief Justice, Sir J. W. Carrington, Inspector J. Witcheil was placed on his trial charged:—

(1) That he, being an Inspector of Police in and for the colony of Hongkong, did at Victoria, in the said colony, on the 7th March, 1897, and on divers days thereafter unlawfully, wilfully, and corruptly accept divers sums of money from the keepers or managers of sundry unlawful gambling houses in Victoria aforesaid to refrain from reporting to the Captain Superintendent of Police the existence of such gambling houses and to protect the said gambling houses.

(2) That he, being an Inspector of Police in and for the colony of Hongkong, did at Victoria, in the said colony, on the 11th March, 1897, and on divers days thereafter unlawfully, wilfully, and corruptly accept divers sums of money from the keepers or managers of sundry unlawful gambling houses in Victoria aforesaid to refrain from reporting to the Captain Superintendent of Police the existence of such gambling houses and to protect the said gambling houses.

Mr. J. J. Francis, Q.C., (instructed by the Crown Solicitor) together with the Attorney-General (Hon. W. M. Goodman) appeared for the prosecution and Mr. E. Robinson (instructed by Mr. G. C. C. Master) was for the defence. The Court was crowded with Europeans and Chinese some time before the proceedings opened, and the keenest interest was evinced throughout.

On the Registrar calling defendant and asking him how he pleaded he walked to the end of the baristers' table and stood beside his counsel.

His Lordship asked why he did not stand in the dock.

Mr. Robinson said it would be convenient for him to have his client by him.

The Chief Justice said he understood counsel was instructed. If he wished to have his client by him he was entitled to do so, but his explanation as to such matters was that it was best to keep the usual custom and that defendant should go into the dock.

Counsel agreed and defendant went into the dock.

Mr. Robinson said that before pleading he had objections to make to the indictment as under one count there were two charges, and the information was bad for want of particularity, and was too general. He also submitted that the information did not state that the gambling houses in Wah Lane and Cheung Hing Lane, in the colony of Victoria or within its jurisdiction. The first count was that defendant had accepted divers sums of money from keepers or managers of gaming houses in Cheung Hing Lane, Wah Lane. This count was bad for duplicity, and defendant did not know which of the charges he was to meet. If the jury returned a verdict against him he would be uncertain as to which of the charges he had been found guilty.

Neither the House nor the keepers were in any way specified. Practically the defendant was charged to meet the charge regarding the house in Wah Lane but the information did not show that. Counsel quoted Archbold, 21st edition, Regis v. O'Callaghan and others, 14 Cox, 99, concerning certainty as to facts and circumstances, and intent necessary to constitute an offence. In the indictment generally, but all the facts constituting an offence had to be set forth and an indictment charging a felony generally was bad if it was too general and was one charging a felony with behaving badly and negligently, as the facts were not cited. A man might be indicted as a barometer without relating the particulars and so might keepers of gaming and bawdy houses. An indictment, however, must not be doubled and in this case it had been doubled. In one count defendant was charged with accepting bribes from various houses, each being a separate offence and, therefore, the count was doubled and was bad for that reason. The second count should be quashed. It was too general, and the depositions showed evidence taken relating to one particular house only. Even if the particulars were stated the count was bad for duplicity.

His Lordship: Regarding the count below bad for duplicity, suppose a man makes a single agreement to take bribes from a person all relating to different houses—how would you break them up if it was one prosecution regarding two houses?

only offence; the law now made it no longer lawful to keep open a gambling house. The offence devolved on the character of the game of the gambling, and on the character of the place open to the public and so-called clubs are subject to the law if the games played in them afford unequal chances or if any one person has better chances than another. Each Inspector was specially charged with the supervision of gambling in his own district, and on inspection of the premises, under the Regulations, to enter a gambling house and report to the Captain Superintendent whenever he knew of a gambling house existing or when he had suspicion of a place. In the Central District the arrangement was slightly varied. It has a number of Inspectors, three or four, and they are first on general duty in the Central District. They have in addition some special duties in the subdivisions of the Central District. Each Inspector has one day of duty for the whole 24 hours, and next day he attends at the Police Court when the cases of the previous day are disposed of. On the third day his duty is to patrol the whole of the Central District keeping an eye generally on constables and others and seeing that they are attentive to their duties, and also to watch for any infractions of the law. The Central District had been divided into three or more sections for the special purpose of dealing with the gambling houses and the Inspectors attached to the Central District were in charge of each of these sections with the duty of looking after common gaming houses, suppressing them. Inspector Wichee, since August last had been in charge of No. 1 section, which extends from the Central Market to the Kwai Sang Theatre, Queen's Road, and thence north to the Praya. Under the Police Ordinance there are two classes of regulations for the government of the Police. Under Section 10 of the Ordinance, the Superintendent is empowered to make rules on or under the provisions of the Ordinance, but they cannot be enforced without the approval of the Governor. An order was published in the Government Gazette, of 24th September, 1887, to the effect that Inspectors were to report the existence or suspected existence of gambling houses to the Captain Superintendent, but they were not to enter these places or search persons in Wichee's duty, as an Inspector, apart from his general duties, he was not to enter a gambling house without the knowledge or approval of the Governor. The Governor and Captain Superintendent had been under the impression that the Inspectors had been entirely got rid of. Unfortunately that did not prove to be true, and in consequence of an entry made by the Captain Superintendent of Police on 21st June last into a house in East Street it was found to be the headquarters of a gambling syndicate and in the place were found a quantity of money and jewelry and an almost complete set of books showing the transactions of the syndicate from January 1895 up to the present. Further close investigations were made, and the jury would be satisfied about the fact of the gambling house having been established from the date named, one in Wah Lane and one in Chun King Street. They had carried on an extensive business with the greatest impunity and had only been closed two or three times in the whole year. It was difficult to say gambling was carried on in any particular house in those streets as they went from house to house in the house in which this shifting business was centered. After the acquisition of the house known to the Government that there was a very serious imputation or corruption amongst the police force generally, and that a considerable number of these superior subordinate officers of Police, European Inspectors, were habitually receiving bribes from the two houses and nearly the whole of the Chinese detective force were in the same position.

Mr. Robinson objected to the last statement. His Lordship directed counsel to keep to the case before the court. Mr. Francis said it was almost impossible to state the matter without making such reference, it being fully relevant. As a result of the discovery of certain numbers of Chinese detectives disappeared, others were banished and a certain number of Inspectors were suspended from duty. It became evident that the method adopted for the corruption of the police was one which rendered proof very difficult. Those receiving the bribes never brought themselves into contact with the persons paying the money, passing through the hands of Chinese always. The case against defendant was precisely in this position. Fortunately in this case, but not in others, it was found the intermediaries through whose hands the money had passed. Counsel then narrated the facts of the prosecution as elicited at the Police Court, and he also indicated the evidence that would be given by Captain May, Cheng On, Tom Kum, and Sam Yung. The three latter were under banishment orders but had a clean breast of the matter. They were competent to testify to the facts of the case. It might be argued that Chinese evidence was most unreliable and that these men were to be regarded with greater suspicion than ordinary, and it might be held that no European should be convicted on their evidence. It was the jury's duty to give defendant the benefit of every doubt, but they also owed a duty to themselves and the public. Some gambling might be moderate and the police, but keeping open common gaming houses was a serious evil. It was a great commercial centre like this holding out many temptations to their servants and subordinates and it was the duty of the police to suppress it. The jury's duty was to assist in the enforcement of the law. Counsel then went on to describe how the Chinese witnesses were not allowed to communicate with each other and to know nothing of what was going on outside. The jury had to consider what weight they should give their evidence and whether it was clear, straight-forward and well supported. If Chinese evidence was to be rejected it would be utterly impossible to carry out the administration of the law.

Mr. F. H. May, Captain Superintendent of Police, gave evidence similar to that led at the hearing in the Police Court and published in our issue of the 17th instant. Mr. Robinson objected to witness being questioned as to whether he received any complaints of gambling in Kwai Wa Lane after his arrival here. He said that Mr. Francis had withdrawn the charge of neglect of duty at the Police Court and he objected to any reference to things which did not appear in the information. Mr. Francis said that he had not withdrawn any of the charges and as his learned friend was not present at the Police Court he had no right to make such a statement. Mr. Robinson then said that he had a verbal report from the proceedings at the Police Court. Mr. Francis then said "There is no charge of neglect of duty in the defendant's own district." He would call the reporter to prove the correctness of the statement. His objection to the question was that it was irrelevant. Mr. Francis in his opening speech never alluded to any house or anything connected with the defendant's district. His Lordship said that it had a bearing upon the case and overruled the objection. Mr. May, during his evidence, said that after he had received information of gambling in

Kwai Wa Lane he informed Inspector Wichee about it. Defendant (anonymously) - That is a gross perjury. His Lordship informed the jury that the defendant was not allowed to make any remarks and if he wanted to say anything he should communicate with his lawyer.

When Mr. May alluded to the jewelry, money and books he said in the East Street house Mr. Robinson demanded that the books and papers be produced. They were already put in evidence and had to be produced.

Books produced and marked. Mr. Robinson asked the indulgence of a Chinese clerk to be allowed to sit down at the table to look through the books so that he might be instructed as to the contents.

His Lordship allowed this. The Court then adjourned till 2 p.m. On resuming Mr. May continued his evidence. He said that in one of the documents there were the following entries "No. 12, \$1 to, paid to Cheng On," and "No. 12, \$1, paid to Cheng On; referred in current account." Cheng On and Tang Kum made statements to witness after they had consulted their legal advisers. The legal advisers of Cheng On were Mr. Morris, D. Brown and H. H. H. and that of Tang Kum were Mr. J. F. Reese. These two witnesses could not communicate with each other as they were kept in different cells.

Cross-examined by Mr. Robinson. The defendant had been in the Police Force for 12 years. He was not aware of any marks against him during the 12 years. He was in the Police Court that Rules 73 of the Police Regulations did not apply to Inspectors and also that there were no entries concerning Inspector Wichee. Defendant did not ask him the practice as to whether Inspectors were allowed to enter a gambling house in other Inspectors' districts. Each Inspector was responsible for his own district. Inspectors of one section had reported gambling in that of others. As far as he was aware Cheng On made practically the same statement in Mr. Dennis and his wife as he made before the Magistrate. He had heard that some gambling house watchmen even shrouded and watched some of the Inspectors. Cheng On was arrested under a banishment warrant. Witness himself showed him the warrant. He heard Cheng On say at the Police Court that he did not see a warrant for his detention. He did not see any inducement to Cheng On if he turned Queen's evidence. When Cheng On was arrested he was told that if he said all that he knew about this matter the Government would consider his case. When Tang Kum was arrested the same thing took place. After Sam Yung was convicted he was told that he made a full disclosure his case would also be considered by the Government if he desired any mitigation of the sentence.

Mr. Robinson asked that his cross-examination of this witness regarding the books be allowed to be reserved. His Lordship agreed this. The case was adjourned till 10 a.m. to-morrow. Bail as before was allowed.

HONGKONG IN 1896.

We received this afternoon a copy of a very interesting general review of the Colony's affairs, dated 23rd July, which His Excellency the Governor has forwarded to the Secretary of State for the Colonies with the Hongkong Blue-book for 1896. We give to-day a few extracts from the review and will complete the publication of the document to-morrow.

FINANCES.

The revenue collected during the year shows an increase of £123,650.05 over the revenue of the preceding year, the gross revenue amounting to £3,609,878.94 as against £2,486,228.81 collected during 1895. This very satisfactory result, however, more than accounted for by the exceptionally large revenue derived from Land Sales, which realized £750,809.09 or an increase of £110,387.20 over the proceeds from the same source of revenue in the previous year. Substantial increases are also shown under the following heads:—(a) Light Dues, £9,938.14; (b) Fines, £37,280; (c) Licences, £5,000; (d) Stamps, £9,477; (e) Rent of Government Property, &c., £7,175.

There is also a general increase under "Fees of Court or Office, &c.," but it is chiefly accounted for by the transfer to the revenue side of items which were treated in 1895 as appropriations in aid of expenditure.

Against the above mentioned increases must be set the following noticeable decreases:—(a) Profits on Subsidiary Colonies, £32,474.40; (b) Other Miscellaneous Receipts, £6,584.86, due to a fall in the value of the profits derived from the balances in the hands of the Crown Agents. (c) Interest. The total expenditure, chargeable to current revenue, amounted to £2,474,911.37 as compared with £2,977,171.01 expended during 1895. This marked decrease is mainly due to a decrease of £568,331.07 in the expenditure on Public Works and Sanitation, the sum expended in 1895 on the improvement of the Public Scheme amounting to £811,261 as against only £17,847.50 expended during the year under review. There is also a saving on salaries of some £11,000, and a decrease in the expenditure of the Post Office on account of Transit Charges amounting to £5,959, saving, with the addition of other minor decreases, a total decrease in expenditure of £795,248.15 as compared with the year 1895.

From the above it will be seen that the total income of £3,609,878.94, giving a net decrease of £407,664.64 in the expenditure for 1896 in comparison with the preceding year.

TRADE.

I regret to state that from a local commercial point of view the year 1896 was somewhat disappointing. Trade was, generally speaking, unprofitable, and importers characterised it as one of the worst years they have experienced for some considerable time—a condition of things which is illustrated, to some extent, by the returns of the Imperial Maritime Customs for Kowloon and District, the statistics showing a decrease in the value of imports from Hongkong to China amounting to 434,935 Halkwan Taels or some 275,722 as compared with the year 1895.

I learn on reliable authority that all classes of goods—jams, pickles, goods, metals, and sundries—were imported on a very limited scale, and sales were generally unsatisfactory, being confined, for the most part, to the supply of immediate wants. Shipping employed in Eastern waters shared corresponding scarcity, and rates were unremunerative. The distress in demand and general absence of all speculative enquiry are commonly ascribed to the after-effects of the China-Japan war, but reasons may possibly also be discovered, so far as the experience of British country merchants is concerned, by the light of subsequent remarks and statistics illustrative of foreign competition.

The opium import for the year shows a decrease of 2,400 chests, and importers have sustained losses owing to the unfavorable rice exchange without a corresponding rise in the price of the Indian drug in the China market. The price of the Indian product has, however, necessarily risen sufficiently to give an impetus to the production of the native drug, and the

shortness of the Bengal opium crops year after year and the diminished auction sales of the Indian Government, added to unfavorable exchange conditions, are factors affecting the price of the Indian drug to such an extent that, if such conditions continue, the native product must eventually entirely supplant the imported drug.

A noticeable feature of the year was the marked displacement of Indian cotton yarn by the Japanese product in the Chinese market, and although this fact may be in some measure accounted for by the satisfactory exchange, which similarly affected the cotton import, and by the closing of the Bombay mills, which tends to further diminish the demand for Indian yarn, there is every indication that the Japanese have taken full advantage of the situation, and there is little doubt, I fear, as to the ultimate result of the competition.

The main exceptions to the general depression in demand during the year were the Flour trade and the Kerosene Oil trade. The former business profits rising, and yielded very handsome profits owing to the high prices of wheat raised by the Indian famine. The kerosene trade, on the other hand, was depressed, and the demand for the product is advancing rapidly in China as it being developed by German agency in this Colony.

Before concluding these general remarks on trade, it may be of some interest to quote the following extract from my speech to the Legislative Council on the 4th December, 1895, as bearing on the situation:—"The Japanese are quite alive to the situation so far as it concerns them, and are not only erecting large Cotton Mills, but also the large Dairy off Raw Cotton. It is possible therefore that we may soon see Japan, for a time, supplying China with goods which she formerly obtained from Europe or India. It seems anomalous that whilst England should be striving to extend her commerce and commercial relations in China on the one hand, she should on the other be countervailing measures which competition against herself and her own productions in the East. Under these circumstances, the attention of the Community should be directed to the desirability of establishing Cotton Mills in Hongkong. The Government is in possession of several eligible sites, and if only capitalists, either European or Chinese, will come forward and invest their capital in such enterprises, I will endeavor that, so far as the acquisition of land is concerned, they shall be treated with exceptional liberality. The success which has attended other efforts of this nature in Hongkong ought to induce the few eligible capitalists to lead to the introduction of the cotton industry, such as Cotton Spinning and Weaving, and no more fitting time than the present seems likely to occur. This matter is worthy therefore of the earnest consideration, not only of this Community, but of capitalists in the neighbouring provinces in China."

SHIPPING.

Owing to the epidemic of plague during the year, quarantine restrictions were enforced from March to the end of July at Singapore, Manila, and the North Borneo, against ships arriving from Hongkong. With the exception of Manila, these restrictions were made as little onerous as possible, and the effect on the shipping returns was inconsiderable.

The total tonnage entered and cleared during the year amounted to 16,515,953, being an increase of 883,849 tons on the returns for 1895. There were 40,244 arrivals, aggregating 8,259,100 tons and 40,219 departures aggregating 8,256,100 tons. The relative of River steamers and Chinese junks, which in 1895 appeared under the heading of "British and German Barges," there was an increase of 142 British ships, aggregating 286,757 tons or 53 per cent, an increase under the German flag of 167 ships aggregating 331,070 tons or 23 per cent, and an increase under the Japanese flag of 104,104 tons or 195 per cent. British shipping represented 54 per cent of the total tonnage entered and cleared during the year (as compared with some 75 per cent for 1894) and foreign tonnage, exclusive of native craft, represented 21 per cent.

The above statistics are of considerable interest as affording a further illustration of the rapid progress and commercial development of Japan, whilst the increase in the number of German vessels would appear to point to lower freights outwards in foreign bottoms and to a cheaper railway transit to foreign ports of shipment.

SANITATION.

The experience of a second epidemic of Plague evinced the necessity of further speedy and effective measures in the direction of sanitation; for it cannot be denied that the sanitary code of 1895, which was in force at the outbreak of the epidemic, is still capable of much improvement, and much attention is being given to the native quarters of the city. With this object in view I have appointed a Commissioner to enquire into and report on the existence of insanitary dwellings and the best method of dealing with them. It is to be hoped that the Commissioner will be able to suggest some effective remedial measures in this direction, the importance of which cannot be over-estimated, if the house is to be put in order against the apparently recurrent attacks of the plague.

GENERAL REMARKS.

In the concluding paragraphs of this my last Blue Book report from Hongkong, it may not be inappropriate to invite your attention to the following statement, which, between the years 1895 and 1896 as indicative of the general progress of the Colony during the period of my administration here.

REVENUE. 1895. £2,486,228.81 1896. £3,609,878.94 Increase. £1,123,650.13

POPULATION. 1895. 224,814 1896. 245,000 Increase. 20,186

SHIPPING TONNAGE. 1895. 16,515,953 1896. 16,515,953 Increase. 883,849

TOTAL VALUE OF TRANSIT TRADE. 1895. £16,346,716 1896. £15,580,174 Increase. £766,542

The history of every period and of every country contains its darker as well as its brighter records, and the history of this Colony during the past five years furnishes no exception to the rule. There are the dark pages which record the general financial depression which greeted me on my arrival, the melancholy experience of the Plague Epidemic in 1895 followed by the unfortunate outbreak of the general epidemic in 1896, and the re-visitation of the Plague in 1896, but although these may be unpleasant reminiscences, they are experiences which have taught this Community a greater reliance on its own resources and the test of adversity has been productive of good results in more directions than one.

The establishment of two large kerosene oil depots, a leather-dressing factory, soap works, rubber works, metal factories, coal briquette works, and the extension of the large sugar refineries, rope works, docks, besides other enterprises of less importance, all furnish a satisfactory illustration of the increasing public confidence in the success of local industries

whilst the Praya Reclamation, upon which several fine buildings are in course of construction, and the rapid development of British Kowloon provide ample evidence of the general expansion of the Colony. Add to these the extensive works which have increased the water supply to some 400,000 gallons daily, the fine Central Market, Cattle and Slaughter Depots, which have a most important bearing on the food supply of the Colony, the Talingham Improvement Scheme, the new sewerage works, and the general improvement of the outlying villages, and we have further illustrations of progress in the direction of sanitation.

In short, despite its darker records—and happily they are few—the history of Hongkong is summed up in the single word "Progress." If, in some measure, my administration has contributed to that result the pleasure derived from that retrospect will tend to mitigate the regret with which I regard my approaching departure from a Colony with whose interests I have for six years, without interruption, been identified.

I have the honor, &c.,

WILLIAM ROBINSON, Governor.

EPIDEMIC AT AMOY.

A resident of Amoy writes us that the plague is committing great ravages both at that port and further up country, while besides the plague, of which hundreds are dying daily, cholera, or a kind of fever has broken out to which a great number of natives have succumbed in less than 24 hours from the time of their being attacked.

The European settlement on the island of Kelangan is, however, quite free of the plague at present, the foreign Consuls and the community generally having taken measures to prevent the introduction of the disease by placing watchmen at the different landings.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixty-fourth report of the Court of Directors to the half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 12th proximo, at noon:—

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June last. The net profits for that period, including \$300,343.95, balance brought forward from last year, and after deducting all expenses, including interest paid and due, and making provision for bad and doubtful accounts, amount to \$1,856,674.22.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of Reserve Fund, which fund will then stand at \$7,000,000.

After making this transfer and deducting remuneration to Directors there remains for appropriation \$1,311,674.22, out of which the Directors recommend a dividend of one pound and five shillings sterling per share, which will amount to \$444,444.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/11/2 the rate of the day, amounts to \$566,081.38. The balance \$301,147.90 to be carried to New Profit and Loss Account.

Directors.—Messrs. D. R. Sassoon, M. D. Ezekieli and A. McConachie having resigned their seats on leaving the colony, the following gentlemen have been invited to fill the vacancies thus created:—Messrs. David C. Ho, A. J. Raymond and Gerald Slade. The Directors have likewise invited Mr. G. D. Boning to join the Board. All these appointments require confirmation at this meeting.

Auditors.—The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp.

ST. C. MICHAELSON, Chairman.

Hongkong, 29th July 1897.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET. In their Freight Circular issued to-day Messrs Lamke and Rogge report as follows:—

Comparatively little business has been transacted since the last report and the market almost all directions are about at bed-rock with but little prospect of a change for the better, at least so far as the near future is concerned.

STEAM-FREIGHTS.—Some fresh chartering has come to pass from Saigon to this port, but locally only one fixture is on record, a small carrier having accepted 9 cents per picul. Several of the steamers under Chinese time charter, however, have been fixed at Saigon at even lower figures, 8 to 8 1/2 cents per picul, but these rates are so ruinously low that they can only be accepted by such steamers as have to work their way back to this port. From Saigon to Singapore a couple of charters have been drawn at 22 to 23 cents per picul, according to size, whilst for Java rates have experienced another sharp decline and after a settlement of 10 cents per picul for one port N. C. a steamer has accepted as low as 18 1/2 cents per picul.

From Saigon to Hongkong or Japan rates business seems to be quite impracticable, even at low rates. Grain prices at Saigon are ruling much too high, but there being apparently no necessity for to planters submit to concessions business is likely to drag on wearily for the remaining part of the season. Bangkok business remains absolutely lifeless and even the lines have to look for employment elsewhere.

Yen Takao to Yokohama a steamer has been taken on at 21 cents per picul and the reason in this direction is now quiet. Calcutta rates are still showing a downward tendency, a charter having been effected at as low as \$1.10 per ton, from Molt to India. For Singapore the rate has dropped to \$2 per ton and as coal in Japan remains scarce and dear no improvement can be expected. There have been no fresh settlements from Newchwang to this and as charterers' present offers are below 20 cents per picul it will be difficult to make both ends meet. A small demand is existing from Java to this port, but at very low rates, viz. 17 cents per picul from one or two ports North Coast. A few time charters are on record, but the *Duchess* and *Princess* are practically renewals, the options having been availed of at very much lower rates, the original price of *Duchess* having been \$4.00 per month and that of *Princess* \$5.00 per month.

The present condition of the freight market is a very poor one all around, and the outlook, at least until October/November, is even worse, there being too many steamers open for employment, whilst just now we are at the dulllest period of the year.

SAIL-FREIGHTS.—No fresh chartering has come to pass in any direction, but as already intimated, more tonnage may be wanted for New York provided ships can be had at something like 10/- per ton of 40 cubic feet.

CANTON.—The enquiry from Rajong to this has been filled by the charter of the *Seymour*, but more tonnage might be placed from Singapore and also from Hongkong. The British ship *Queen Elizabeth* has been ordered to Tacoma and the British schooner *Alphington* is going to Fremantle.

CIVILIANS V. SOLDIERS.

We have received the following complaint from a soldier of the Giverton:—

"I was returning by way of Stewart Terrace (Gough Hill) when a little boy of 14 years or so, who was riding a tricycle, bumped into me from behind. I asked him to be careful where he was riding his tricycle, but he only replied 'I got was.' I like to run into soldiers." As he was about to repeat this splendid performance for the 24th division of the scene, I caught hold of the handle-bars of his machine to restrain him from running into me, and in doing so I had to stoop a little, when he knocked my cap from off my head. In stooping down to pick up my cap he deliberately struck me on the cheek with the palm of his hand (whilst this scene was in progress the lady whom I presume is the boy's mother, which I learnt by subsequent actions on her part) stood a little distance away, viewing with pride the heroic (if correct) of her boy, and did not venture to utter a word of reproof. (We should like to have a look at the other side of the shield, and to have the story from the other parties concerned. We cannot believe that our correspondent invented the incident, and it appears to need explanation. Ed., H.K.T.)

LATE TELEGRAMS.

THE TOCHI EXPEDITION.

DATTA KHIL, July 8th. A party of the 1st Punjab Infantry was shot on the morning of the 7th by a man crawling up within 15 yards. He died of his wounds the same day. A party of the 14th Sikhs at Idak post was shot and had died. Miranahab was also fired into the same night. An outbreak of snipe the Camps appears to have set in. The Camp here was again roused this morning by four or five men getting to the house. A Bania was wounded badly but not seriously. The platoon opened fire but the men escaped.

General Corrie Bird and Staff left Banna for the front this morning, but stop for a few days at Miranahab.

SIMLA, July 8th. At Sidgel, near the entrance of the Tochi Valley, on the 7th, there was a fierce battle between a detachment of the 14th Sikhs and Bakkekel levies. The latter had one man killed and thirteen wounded. The dispute arose concerning the trespass of Commissariat camels on cultivated ground.

SIMLA, July 8th. General Corrie Bird leaves Banna to-day and enters the Tochi Valley, and marching on Idak, assumes full political control. His proclamation to the tribes will shortly be published.

THE FORTUNE OF WAR.

SIMLA, July 12th. This evening Lt.-Col. Hutchinson delivered a lecture on the fortune of war, before a large audience and was listened to with rapt attention. The Commander-in-Chief presided. Although the lecture did not well lend itself to discussion yet General Merton and Colonel and Sir James Westland, travelling some of the lecturer's conclusions, said that he considered Lt.-Col. Hutchinson's former interesting lecture on Waterloo to which Sir J. Westland had listened with great interest, proved that in the march of events nothing fortuitous specially intervened and that skill and preparation were the prominent factors of success. He preferred this latter view to one which ascribed success at Waterloo to the fact of the French A. D. C. breaking his leg. Want of expert knowledge led Sir J. W. Westland to entertain a presumption in challenging Lt.-Col. Hutchinson's conclusions. The Commander-in-Chief, in closing the discussion, took exception to one point of Sir J. Westland's speech, but he knew of no subject not embraced by Sir J. Westland's vast mental range.

Lieutenant Colonel H. D. Hutchinson is Director-General of Military Education in India.

SUICIDE OF AN OFFICER.

CALCUTTA, July 13th. Lieutenant Hubert Bailly, 43rd Goorkhas who was in Calcutta for three months sick leave, residing in the Grand Hotel, committed suicide yesterday, blowing out his brains with a revolver. His letters give no clue to an adequate reason for suicide. He was supposed to be in pecuniary difficulties.

ILLNESS OF THE CHIEF JUSTICE. Sir Francis Maclean, Chief Justice, is indisposed, suffering from an attack of fever.

ALIENED OUTRAGES.

BOMBAY, July 13th. Mr. Lamb, the Collector of Poona, has issued a circular to all engaged in plague operations, calling on them to contradict or confirm the statement made by Professor Gokhale, of the Deccan College, in Poona, in the Press, that two women had been isolated by soldiers and one has since committed suicide.

TROOPS WANTED.

SIMLA, July 13th. One British officer and 150 Rifles of the 20th Madras Infantry have been despatched from Visakhapatnam to the Godavari District at the request of the Civil authorities.

RAILWAY TRANSPORT OFFICER.

Major Burney, 1st Battalion Gordon Highlanders, is appointed Railway Transport Officer, Kuthalgarh.

THE CALCUTTA RIOTS.

CALCUTTA, July 12th. Yesterday a panic was caused among the residents of the Taltollah section over what was first considered a fresh outbreak of riot. Three Mohammedan hussars forcibly entered the house of a Parsi merchant and abused the family. The Parsi, being armed with a revolver, fired on the intruders. Two were seriously wounded and are in a critical state, and one slightly. The police coming on the spot were fired on. One man was wounded, severely. The prisoners were subsequently overpowered and arrested. Before the Police Inspector the Parsi calmly stated he was forced in self-defence to open fire on the intruders.

To-day the trial of the rioters arrested at Taltollah will take place at Alipour. It is not settled whether they will be tried in one group or in batches.

CALCUTTA, July 13th.

Yesterday the Small Cause Court Bailiff went to Wallesey Street to give possession of certain land when a mob of three hundred Mahomedans, armed with lathes, collected to prevent the execution of the decree. The police receiving information came immediately to the spot, dispersed the crowd and gave possession of the land to the decree holder.

The Taltollah rioters case is adjourned to the 14th instant. It is rumored large sums of money have been collected to pay Counsel for the defence. No European barrister will undertake to appear for the rioters. Also, the parties who stood as securities for some of the rioters have refused to continue the bail.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1895.
Barometer 29.73
Thermometer 88
Humidity 68
Rainfall.....

TO-DAY.

WEATHER REPORT.
On date at On date at
Barometer 29.76 29.68
Thermometer 87 87
Humidity 66 69
Rainfall..... 0.06

TO-DAY.

Thursday, 29th July, 1897.
Chinese—1st of 7th moon of 23rd year of Kwong-shi.
(Month of the Festival of All Souls.)
Jewish—29th Tammuz, 5657.
Mohammedan—29th Sophar, 1315.
Sun—Rises 5hr. 31min.
Sets 6hr. 14min.
Annular Eclipse of the Sun, invisible in Hongkong.
Moon—New Moon 11hr. 35min. p.m.
High water—Morning 8hr. 15min.
Afternoon 10hr. 35min.
Low water—Morning 8hr. 35min.
Afternoon 1hr. 15min.

ANNIVERSARIES.

1588—The Spanish Armada dispersed by the British Fleet.
1895—Treaty between United States and Japan signed.
1894—Great earthquake at Kumamoto, Japan.
1894—Defeat of the Chinese by the Japanese at Yashiki, Korea.
1896—Severe typhoon at Hongkong and Macao; great damage to house property.

TO-MORROW.

Friday, 30th July, 1897.
Chinese—2nd of 7th moon of 23rd year of Kwong-shi.
Jewish—1st Ab, 5657.
Mohammedan—29th Sophar, 1315.
Sun—Rises 5hr. 32min.
Sets 6hr. 14min.
High water—Morning 8hr. 15min.
Afternoon 10hr. 35min.
Low water—Morning 8hr. 35min.
Afternoon 1hr. 15min.

ANNIVERSARIES.

1830—French Revolution.
1866—Severe typhoon at Macao.
1874—British barque *Caroline Hutchings* lost off Takao.

MEMORANDA.

Intimations.

WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.

Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pin-faces, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 60, Queen's Road Central.

Dr. KNORR'S ANTI-PYRINE

Dr. OVERLACH'S MIGRAININE

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea is 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOCK LINE.
MONTHLY SERVICE.
FOR VLADIVOSTOCK
via SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN and GENSAN.
THE Company's Steamship

"SENDAI MARU."
Capt. C. Olsen, will be despatched as above
TO-MORROW, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 29th July, 1897. [1120]



NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)
FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"HIROSHIMA MARU."
Capt. G. Shimada, will be despatched as above
TO-MORROW, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 29th July, 1897. [1119]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."
Capt. F. W. Scholz, will be despatched for the above Port TO-MORROW, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 29th July, 1897. [1159]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"PATHAN."
Capt. Day, will be despatched for the above Ports on SATURDAY, the 31st instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th July, 1897. [1155]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA."
Capt. Saw, will be despatched as above on or about SATURDAY, the 31st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th July, 1897. [1153]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, via SUEZ CANAL.

THE Steamship

"GLENARRY."
Capt. Ferguson, will be despatched as above on or about MONDAY, the 2nd August.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th July, 1897. [1088]



NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)
FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU."
Capt. P. H. Geling, will be despatched for the above Ports on TUESDAY, the 3rd August, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 26th July, 1897. [1142]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."
Capt. Jones, will be despatched on TUESDAY, the 3rd August, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 28th July, 1897. [1166]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. Ball's Bay

"MILLS OF DEE."
Capt. Mather, shortly expected, will load here for the above Port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897. [1244]

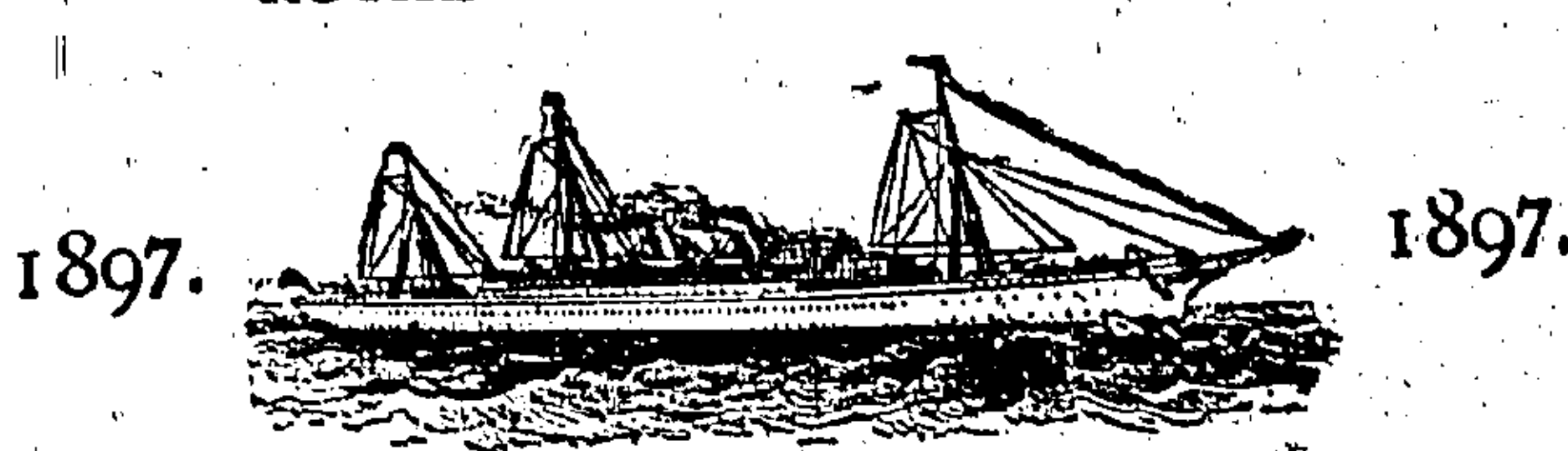
FOR SAN FRANCISCO.

THE 100 A.T. Ball's Bay

"HEATHBANK."
Capt. Mather, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1897. [1257]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1897. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA.—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 11th Aug.
EMPEROR OF INDIA.—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 1st September.
EMPEROR OF JAPAN.—Comdr. H. Tytner, R.N.R.—WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC, which leave daily, and cross the Continent at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddar's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 14th Aug., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.

THE Company's Steamship

"GAELIC."

Will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 14th August 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have held full fare, or sub-fare, at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, to the United States, should be presented to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.
Hongkong, 15th July, 1897.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE COMPOSITION RIFLE BRAND, HARTMANN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agent for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 10th May, 1897.

Mails.

NORDDUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, &c.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

W.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern..... Tuesday... 17th Aug.
Prinz Heinrich..... Tuesday... 14th Sept.
Prinzess..... Tuesday... 12th Oct.
Sachsen..... Tuesday... 9th Nov.
Bayern..... Tuesday... 7th Dec.
Prinz Heinrich..... Tuesday... 4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Capt. E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NANTES and GENOA.

Shipping Orders will be granted till NOW on SATURDAY, the 14th August. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 16th August, and Parcels will be received at the Agency Office until NOON on MONDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be issued for less than 25 sh and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars apply to **MELCHERS & Co.,** Agents.

Hongkong, 26th July, 1897. [1126]

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$450.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$400.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, etc. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$275.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Tacoma..... 1549 Tuesday... 1 Aug. 17.
Victoria..... 1367 Tuesday... 1 Sept. 7.
Olympia..... 1268 Tuesday... 1 Oct. 23.
Columbia..... 1265 Tuesday... 1 Oct. 19.
Tacoma..... 1549 Tuesday... 1 Nov. 9.
Victoria..... 1367 Tuesday... 1 Nov. 30.

THE Steamship

"TACOMA."

Capt. T. Wheeler, R.N.R., sailing at Noon, on TUESDAY, the 17th August, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE AND YOKOHAMA.

Through Bills of Lading issued for Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.
Hongkong, 26th July, 1897. [1146]

To be Let.

TO LET.

AT MOUNT GOUGH, THE PEAK.

TWO SEMI-DETACHED HOUSES

AND ONE BUNGALOW.

THESE PREMISES are situated upon

MOUNT GOUGH, and are about a station's

walk from the Railway Station at Maitland

Road.

THE BUILDINGS are not yet quite com-

pleted, but it is expected that ere long they

will be in full possession, and the

premises will be let on Lease for three,

five or seven years.

Gas and Water laid on.

Apply to

H. L. DENNIS,

Crown Solicitor's Office,

Queen's Road.

Hongkong, 27th July, 1897. [1149]

TO LET.

DWELLING HOUSES:

HOUSES IN RYTON TERRACE,

No. 25, ELGIN STREET.

FLOORS IN STANTON and ELGIN

STREETS.

GOUDON'S IN RYTON BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT

AGENCY CO., Ltd.

2, Queen's Road, Hongkong.

29th July, 1897. [1151]

TO LET.

KYO, PRIMA CENTRAL ROOMS in

the SECOND FLOOR, suitable for

Office or Residence.

Apply to

DAVID HASSON, Sons & Co.,

Hongkong, 29th July, 1897. [1166]

FOR SALE.

A HOUSE in RYTON TERRACE,

No. 25, ELGIN STREET, by CHERRY

BUNGAN & Co., 29th July, 1897. [1167]